

GOOD-BY TO WESTCHESTER.

CLUBHOUSE TO BE RAZED ON ACCOUNT OF NEW STREET.

Will Vacate Sept. 8—Course May Not Be Disturbed for Some Time—Tournament and Handicap Play on Many Links—Open Event at Richmond County.

A street which is blocked by the Watson home at Westchester avenue can no longer be delayed in the opening, and the Westchester Golf Club will be without a clubhouse as a consequence on September 10. The 325 members have been notified by the committee to remove their goods and trappings by September 8, when the club will bid farewell to the old brownstone mansion it has occupied for some years. The street to be opened across the site of the building and the owners, to facilitate the use of the property in building or the sale in lots, will lower the terrace lawn to the avenue grade. The golf course, which is on the south side of Westchester avenue, is not in the line of immediate improvements and it may not be disturbed for two or three years, but the tenure will be a doubtful one. A group of the members want to build a temporary building on the links to be used as a club quarters, while others are in hope that the cottage adjoining the Tiffany home, three blocks away, which was the clubhouse in the first years of the club, may be hired and the Westchester Golf Club kept unchanged until the course is actually deeded by the encroachments of builders and the irresistible advance of the city on suburban fields.

In expectation of a breaking up many of the members have joined other clubs as individuals, notably the Dunwoody Country Club, Swaney Country Club of Mount Vernon, Endicott Golf Club of the Apawamis Club, but in case the club is not disbanded a special meeting soon to be held, it is possible that there may be a formal union with the Dunwoody Country Club. Overtures are pending to that end, and if consummated the removal from the old site would be only to the clubhouse and links now approaching completion at Dunwoody. The place is very accessible to the Westchester Golf Club members residing in the Bronx, as well as the proportion living in Manhattan, but the hitch is said to be in the reduction of the Dunwoody committee, which is well satisfied with the normal accession of members, to take in a block of 100 or 200 players.

The Westchester Golf Club has been a factor in the local game since 1891. In its years its fall tournaments attracted the leading players to the nine-hole course in the Bronx, and while they have been discontinued since the club has had a full list, its members have been able to support the 2,700 yard course in very good order, the stone walls that once hidged it having been removed or covered with sod. To the majority of M. G. A. players it would be good work if the organization had decided to keep on until actually despoiled of its grounds.

Play for the August cup, the gift of W. I. Beaman, for which eight qualified on August 19, was the second round at the Richmond County Country Club yesterday and the final will be played this afternoon between W. I. Beaman and W. A. Bogie, Jr.

The Richmond County committee announces an open tournament on October 1, to 4, inclusive. It will be the first of the course since 1898, when A. E. Patterson won the score medal, but it is a very small affair. The first round will be on October 1, and the final on October 4. The prize is a silver cup.

First Round—L. H. Thomas, 2, beat J. O. Bruner, 3, 1; and W. A. Bogie, Jr., 2, beat W. I. Beaman, 3, 1; and W. A. Bogie, Jr., 2, beat W. I. Beaman, 3, 1; and W. A. Bogie, Jr., 2, beat W. I. Beaman, 3, 1.

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Final Round—L. H. Thomas, 2, beat J. O. Bruner, 3, 1; and W. A. Bogie, Jr., 2, beat W. I. Beaman, 3, 1; and W. A. Bogie, Jr., 2, beat W. I. Beaman, 3, 1; and W. A. Bogie, Jr., 2, beat W. I. Beaman, 3, 1.

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FUESSSEL IS DISQUALIFIED.

Defeats Vesely in New York Bay Regatta, but Is Not Back.

The New York Bay Regatta Association held its fourth annual regatta yesterday over a mile course on the Hackensack River. Conditions were fine and a programme of eleven events brought together some of the best crews for a good afternoon's sport. The race of the day was in the senior class, with Frank Vesely of the First Bohemian B. C. and Fred Fussell of the Harlem R. C. as the only starters.

Immediately the gun cracked Fussell moved over toward Vesely's water and crowded the Boho so that he fouled the course flag and lost a length or so. The scullers swung apart and Fussell went ahead and won by 100 lengths. Vesely protested, saying that Fussell fouled him and that their oars touched. Referee Pilkington questioned both men and disqualified Fussell, giving the race to Vesely.

Another feature of the day was the good work of the Union B. C. crews. They captured four firsts and a second, a record which made them highly jubilant.

The junior single gig furnished a novel contest, the extreme end being shown by two of the competitors. Hy Beiser of the Harlem B. C., whose starting was in the outside at No. 8 buoy, tacked clear across the river to the opposite shore, and but for the timing of the referee could have landed his boat on the edge of Hellier of the Long Star Club went straight into the swamp from the middle of the stream, but he righted himself and finished the race. Emerson of the Metropolitan B. C. started the best course and won by several lengths from Kieve of the Clifton B. C., the Harlem sculler being third.

The junior four barge was a close affair between the Hudsons, Atlantics and Rosedales. For a while the Hudsons showed the way, but about half way the Atlantics swung along into the lead and won by about half a length from the Rosedales, the Hudsons being second and the Atlantics third.

The Union B. C. a hollow victory in the junior double gig the Brooklyn Valencians and Hudsons being the two crews who followed Kieve of the Clifton B. C., the Harlem sculler being third.

The Hudsons finally made second place, with the Brooklyn B. C. third.

Of the Waverly B. C. and Scofield of the Hudsons, the latter led and won by a narrow margin after an exciting race with the Hudsons B. C. and the Clifton B. C. crews following in the order named.

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AMONG THE AUTOMOBILISTS.

RUSHING WORK ON AMERICAN CARS FOR VANDERBILT RACE.

Stringent Rules for Drivers Trying Out on Nassau County Roads—Time and Disqualification Penalties for Speeding There After 3 O'clock in the Morning.

Alfred Reeves, general manager of the American Motor Car Manufacturers Association, on his trip West last week found that Western automobile manufacturers were unanimous in approving the early show dates selected by the Automobile Club of America. Mr. Reeves visited factories in Detroit, Chicago, Racine, Indianapolis and St. Louis, and found that all of them were well advanced on their 1907 models. At a majority of them, next year's models were finished, and were getting severe road tests. All of the makers said they would be ready with samples of their 1907 models when the Automobile Club show opens at the Grand Central Palace the first week in December.

Every effort is to be made this year to see that there is no extra speeding, by either racing machines or touring cars, over the Nassau county roads, which will be used for the American elimination trials and the Vanderbilt cup race. On this point there is an agreement between the Board of Supervisors of Nassau county and the racing board of the American Automobile Association. No racing car is to be allowed to practice on the course after 7 o'clock in the morning on any day. Any driver of a racing car caught breaking this rule will be liable to a fine of \$500 and disqualification for one year, in addition to any fine or penalty which may be meted out to the offender by the Nassau county officials. Jefferson De Mont Thompson, chairman of the R. A. A. racing board, wants the entrants to forward any suggestions they may have to the racing board to improve or safeguard the course in any way. He asks that the request of the Supervisors regarding practice on the course be complied with. He will enforce the rules of disqualification for the elimination trials and cup content are to be allowed to practice with their racing cars for ten days before the date of each contest, but there is no prohibition regarding their going over the course as fast as they wish with touring cars, provided that they observe the local speed regulations. The report that a racing car had run down a man in Nassau county last week and left him lying by the roadside turns out to be a fabrication. A man was run down by a touring car which struck him. The occupants of the car remained with the man while one of them brought a physician, who cared for the man's injuries. The car was not a racing machine and had no connection whatever with the Vanderbilt cup race.

Gustave Callioles and Hubert Le Lion, the French racing drivers who are to drive Thomas racers in the elimination trials for the Vanderbilt cup race, arrived here yesterday on the steamship La Savoie. They started for Buffalo last night and will spend a few weeks there superintending the real work on the 115 horse-power racers they have been engaged to drive. Callioles has been in this country several times before, coming here with Thery, winner of the 1904 race for the James Gordon Bennett cup in Germany. Last year he finished second to Thery in the French elimination trials to select the team for the Bennett race, and in the latter test he was fourth. Le Lion is one of the best known European race drivers and is in the retail automobile business in Paris, where he has the agency for an American car. He is 31 years old. Le Lion was one of the Hotchkiss team in the Grand Prix of the Automobile Club of France last June, but was put out of the contest the first day because one of the wire wheels had come out on a sharp turn. He is 34 years old. Unlike Callioles, he speaks hardly a word of English. He is slightly built, has dark hair, and is a very serious man, but he could not prevail on his wife to accompany him to the country. He has always been famous for his mechanical aptitude. He added that she was by far the best mechanic he had ever known, with experience with the two drivers expect to have their car on the course within a couple of weeks, as work is well advanced on them.

Automobile scorchers will have to mend their ways and confine their road burning exploits to unsettled regions or the hours of darkness if a recently arranged device in general use. No more will the zealous country constable be compelled to signal a scorcher by the use of a red flag, and his brother officer up the road will not be obliged to stop him. The new device is a small, light, portable, and easily carried, and will simply "push" the scorching car into the ditch, where it will be left to burn. The device will give an exposure of one thousandth of a second. The camera has been placed in the rear of the car, and the photograph is taken of the speeding automobile and its occupants and a picture will be taken of the scorching car. In using the time recording camera to catch unwary scorchers objects are to be placed at sections of the road, and the photographs are to be made in court as evidence against the violator of the speed regulations.

Some Newark automobilists are discussing the project of building a one mile track especially for automobile racing. The burning of one mile track and fitting out for the exclusive use of motor cars. It is a project which has been discussed for some time, and it is now being seriously considered. The track would be built on a piece of land owned by one of the local automobilists, and it would be used for racing and for other purposes. The project is being discussed by a group of local automobilists, and it is hoped that it will be carried out soon.

The fast mile was too much for Bolivar, and he dropped back in the second and was distanced in the third heat. The track was in great shape and the weather conditions were perfect for fast time. In the first heat, the three heats, 2:00, 2:02, and 2:04, furnish a world's record for consecutive heats.

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